AMENDMENTS TO THE SPECIFICATION

--**[0018]** Figure 2a is a side view of the housing illustrating the locking position mechanism for the control lever.

Figure 2b is a schematic view of an electric motor that controls a throttling mechanism through a direct connection.

[0019] Figure 3 is a partial schematic view of a control system of the reverse thrust system that is operable to move a water diverter bucket assembly between an upper position, a middle position, and a lower position. The control assembly includes a control handle mechanism.--

--**[0038]** Many known systems exist for controlling the amount of induction air flowing into an engine. For example, the induction system can include a throttle body assembly 88 having a throttle valve 90 configured to control or "meter" an amount of air flowing through the induction system into the engine 80. Different types of throttling mechanisms are possible such as, but not limited to a butterfly valve, a knife valve, or a sliding valve, etc. Where the engine 80 operates on a four-stroke principle, the engine 80 can include variable intake valve timing and/or duration. Such valves can work in cooperation with a throttle body assembly to control an amount of air flowing into the engine. Alternatively, such a valve system can be configured to control the air amount without a throttle body. Such systems can receive a power request input from the operator through direct mechanical connection or through electronic communication. The throttling mechanism can be controlled by an electric motor either through a direct connection or through a remote connection. For example, Figure 2b illustrates an electric motor M that controls the throttle body assembly 88 through a direct connection 89. One embodiment of an operation of the throttle body 88 will be explained in greater detail below.--